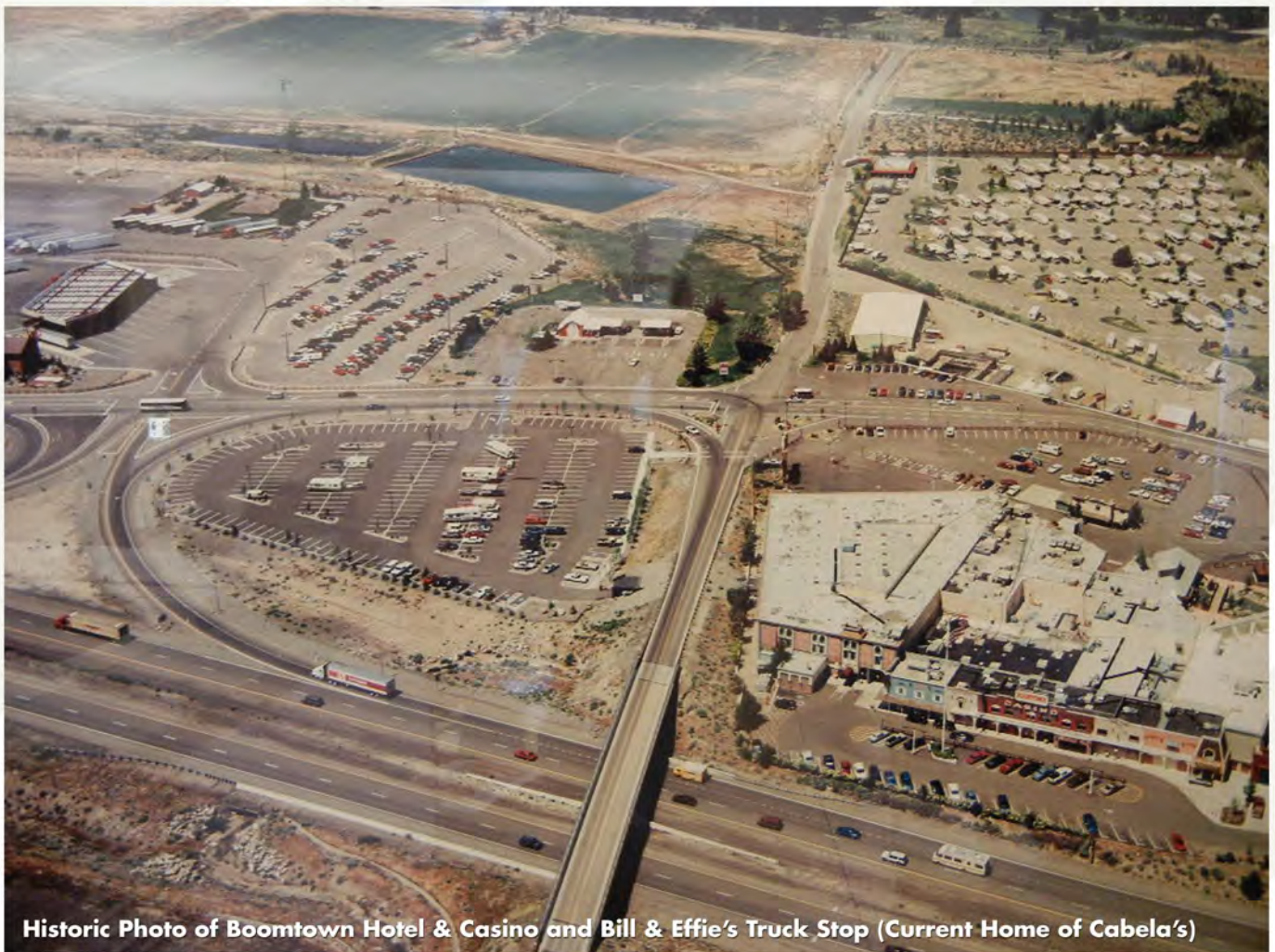


Boomtown Casino Travel Plaza Re-Establishment

Request for Special Use Permit and Variance Application

Project No. 180101252



Prepared for:
Trey St. John
St. John Property Reno II
2100 Garson Road
Reno, Nevada 89439

Prepared by:
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BOOMTOWN CASINO AND TRAVEL PLAZA RE-ESTABLISHMENT

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**Boomtown Casino and Travel Plaza Re-establishment
Special Use Permit and Variance Application**

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Appendices

1. Reno Development Application
 - Owner Affidavit
 - Applicant Affidavit
2. City of Reno Application for Special Use Permit
 - Neighborhood Advisory Board Reservation Form
3. General Application Checklist
 - Preliminary Grading and Drainage Plan Checklist

Boomtown Casino and Travel Plaza Re-establishment Special Use Permit and Variance Application

- Preliminary Hydrology/Drainage Report Checklist
 - Preliminary Sewer Report Checklist
 - Preliminary Utility Plan Checklist
 - Preliminary Landscape Plan Submittal Requirements Checklist
 - Estimation of Water Demand for Land Development Projects
4. Engineering Plan Set (8 ½ x11)
 5. Preliminary Signage Program
 6. Preliminary Photometric Plan
 7. Traffic Impact Study
 8. Conceptual Drainage Report
 9. Conceptual Water Supply and Conveyance Study
 10. Sanitary Sewer Report
 11. Geotechnical Literature Review
 12. Correspondence from Lionel Sawyer & Collins dated July 27, 2007 to address the Truck Stop Relocation Parcel Configuration and PNKs redevelopment of its Truck Stop
 13. Legal Description
 14. Preliminary Title Report
 15. Tax Certificate from Washoe County Treasurer
 16. City of Reno Planning Commission Staff Report January 17, 2008 – Case No. LDC08-00065 (Boomtown Truck Stop/Cabelas)
 17. City of Reno Clerks Letter dated August 2, 2007 regarding Case No. LDC07-00299 (Boomtown Truck Stop Relocation #2), Staff Report and attachments
 18. Noise Impact Study prepared by Roma Environmental

Engineering Sheets – Full size (24x36) Separate

- | | |
|------|---|
| C-O | Cover Sheet |
| C-1 | General Notes, Index of Sheets, Legend and Abbreviations |
| EX-1 | Existing Conditions Plan |
| SP-1 | Site and Surface Plan |
| GR-1 | Grading Plan |
| UT-1 | Utility Plan |
| DR-1 | Drainage Plan |
| LA-1 | Landscape Details |
| LA-2 | Landscape Plan |

Boomtown Casino and Travel Plaza Re-establishment Supplemental Information to Support Special Use Permit and Variance Application

1.0 Introduction

This application includes the following requests in accordance with the following RMC Sections:

- A Special Use Permit to re-establish and enlarge a previously existing non-conforming truck stop in HC zoning (**RMC 18.08.502(d)(1)**);
- A Special Use Permit to re-establish a previously existing non-conforming non-restricted gaming use without hotel rooms in HC zoning (**RMC Sections 18.06.405(a)(5)** and **18.08.502(d)(2)**);
- A Special Use Permit to allow for non-residential development adjacent to residentially zoned property and to operate a 24 hour use (**RMC Sections 18.06.405(a)(4)** and **18.06.405(a)(12)**); and
- A Variance application to reduce the minimum distance from any residentially zoned property from a minimum of 1,320 feet for a travel plaza to 250 feet to the parcel line (**RMC 18.08.202(f)(15)(j)**).

2.0 Project Location

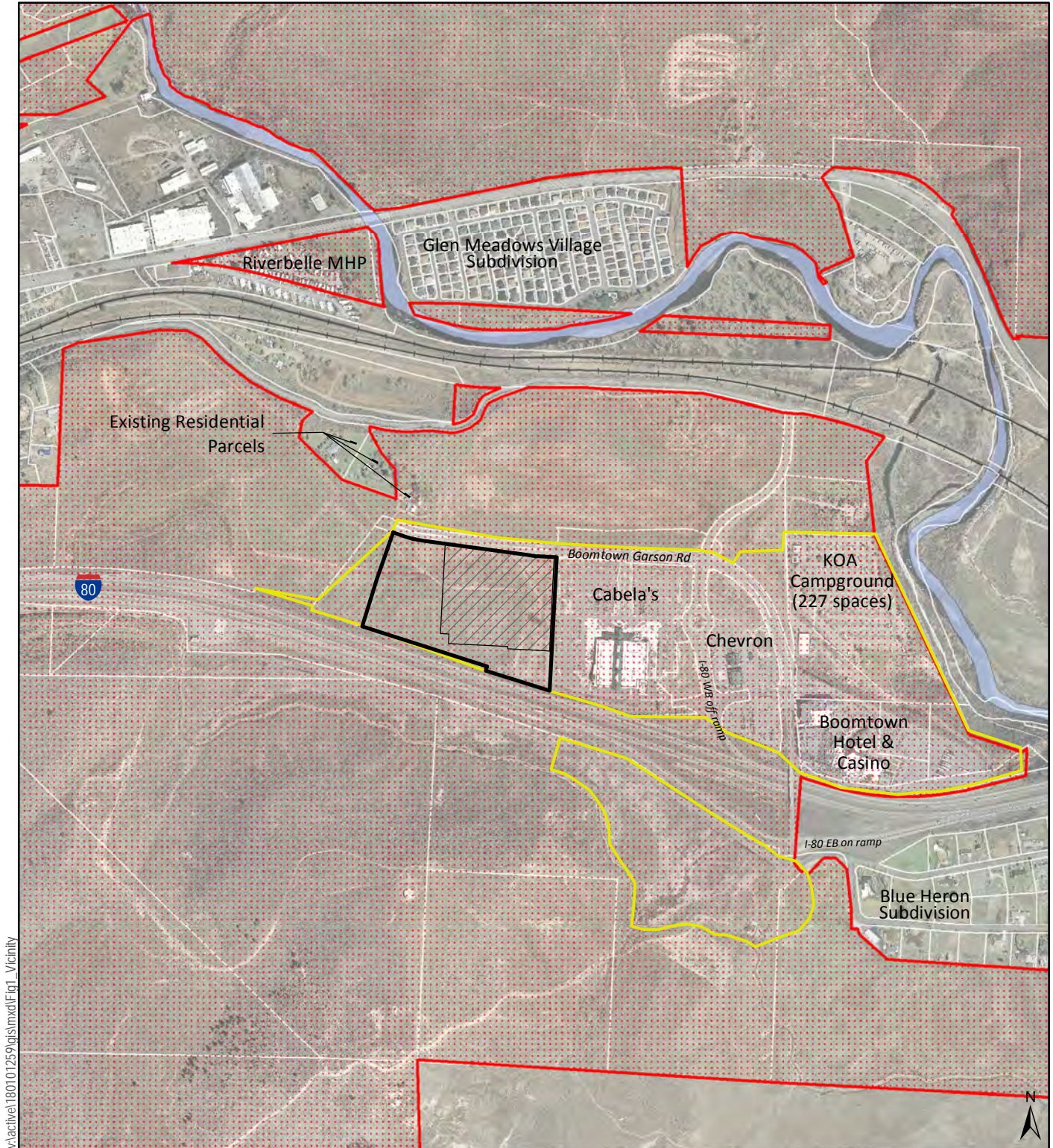
The Boomtown Casino and Travel Plaza project occupies approximately 14.02 acres of a 22.76-acre vacant parcel located south of Boomtown Garson Road, adjacent to the Cabela's store in northwest Reno. The subject property is accessed via the I-80 WB off ramp at Boomtown, 9 miles west of downtown Reno and 6 miles east of the California-Nevada state line. Additional retail activities in this area include the Chevron service station, KOA campground with 227 spaces, Boomtown Hotel and Casino and overflow surface parking. A 60 year old farm house overlooks a 125-acre pasture north of Boomtown Garson Road. Two additional residential parcels, both located in unincorporated Washoe County, stand northwest of the ranch house and the Boomtown Casino and Travel Plaza re-establishment location.

The Boomtown Casino and Travel Plaza re-establishment location is within the Western Gateway Regional Center Plan and Hotel Casino (HC) and Arterial Commercial (AC) base zoning as identified and approved in the *Mortenson Et Al. Development Standards Handbook* ("Mortensen Handbook") and adopted in the Reno Municipal Code. This area was designated as a regional center due to the non-restricted gaming, and particular commercial offerings and attractions.



Figure 1, **Vicinity Map**, identifies the context surrounding the Boomtown Casino and Travel Plaza re-establishment location.

Figure 2, **Assessed Land Use Map**, illustrates the underlying assessed uses for the developed and undeveloped properties. The commercial and trucking activities at the I-80 WB off-ramp and the long horn steers foraging in the backdrop have been a large part of the established scenery for over six decades. The addition of Cabela's changed the assessed land use pattern in 2007.



v:\active\180101259\gis\mxd\Fig1_Vicinity

March 2013

Legend

- Subject property
- Development Area
- City of Reno
- Western Gateway Regional Plan
- Truckee River
- Union Pacific

SCALE: 1 inch = 1,000 feet

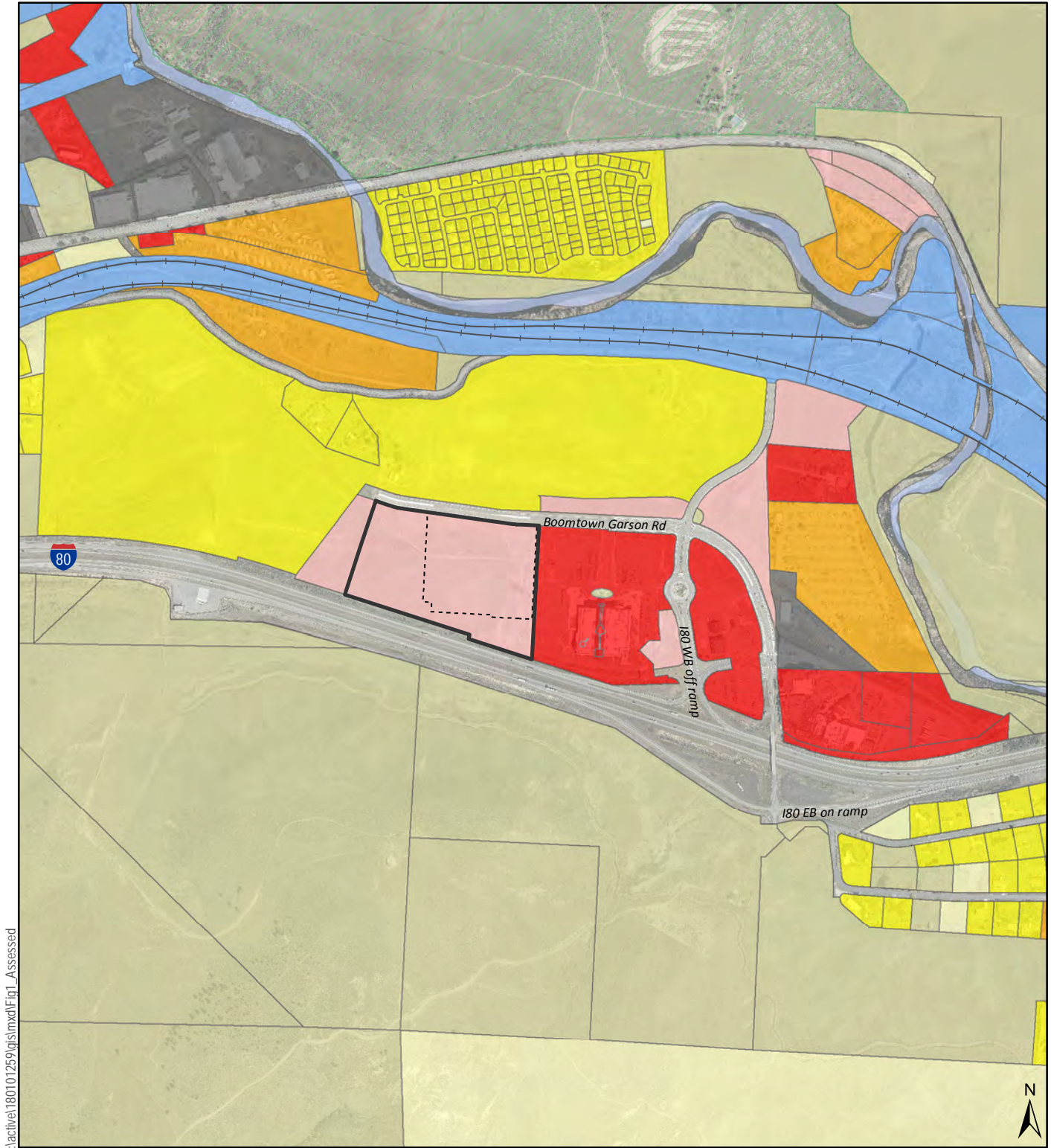
APN 038-870-19
Parcel Size 22.76 acres
Sections 16 & 17,
Township 19 N, Range 18 E

Note: No school, church or park are located within one-half mile of the subject parcel. The Riverbelle MHP is located 1,700 feet northwest of the proposed relocation site.

Boomtown Casino Travel Plaza Relocation Special Use Permit Application

St. John Property Reno II
Reno, NV

FIGURE 1
Vicinity Map



v:\active\180101259\gis\mxd\Fig1_Assessed

March 2013

Legend

	Subject Property		Vacant, Comm.		Commercial
	Development Area		Vacant, Indust.		Industrial
	Vacant		Park		Utility/Aggregate
	Vacant, Residential		Single Family		Grazing
	Vacant, Multi-Res.		Multi-Resid.		

Boomtown Casino Travel Plaza Relocation Special Use Permit Application

St. John Property Reno II
Reno, NV

SCALE: 1 inch = 1,000 feet

FIGURE 2
Assessed Land Use Map

3.0 Project Overview

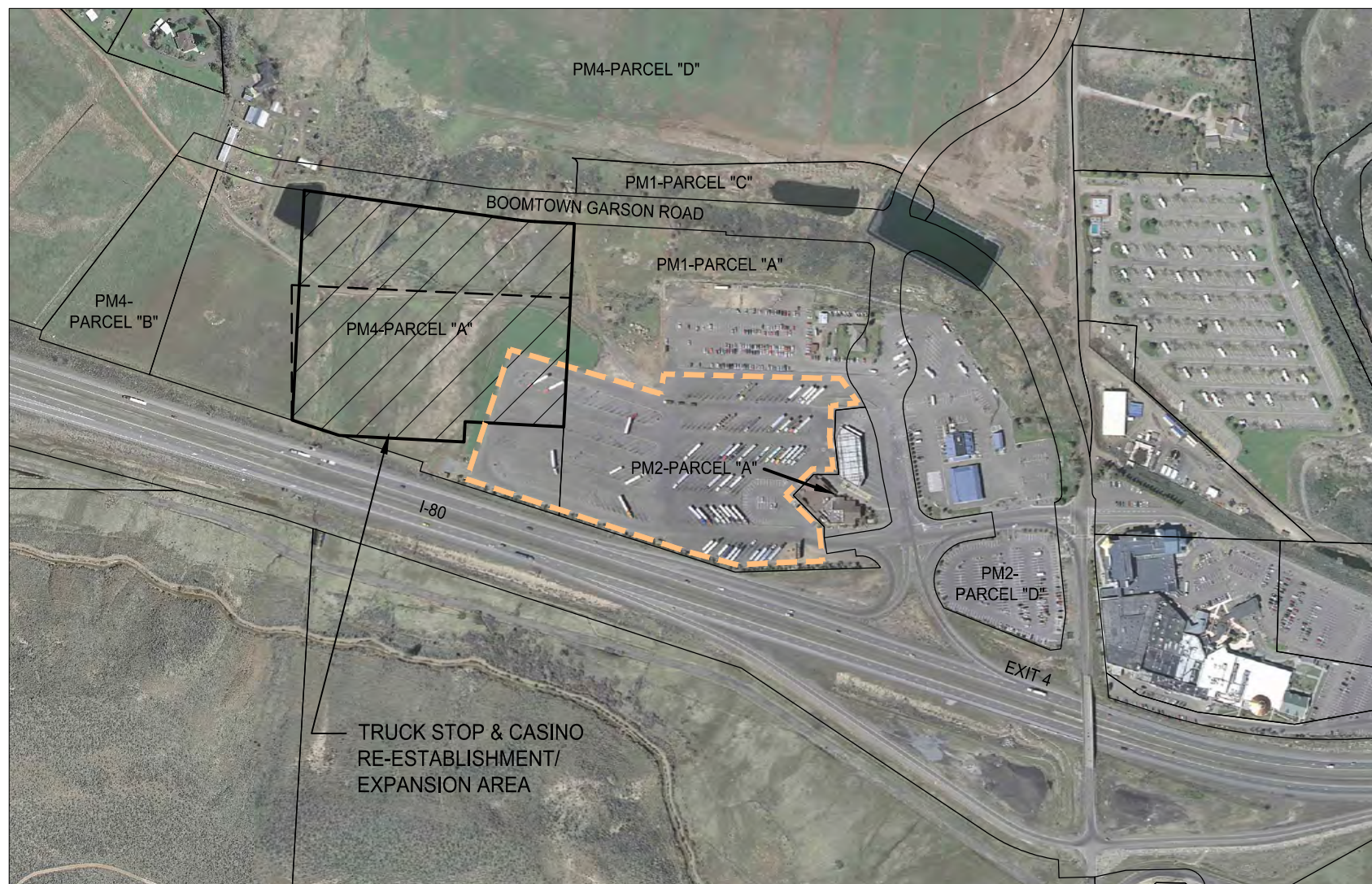
PNK (Reno), LLC is the property owner for the 22.76-acre parcel of land (APN 038-870-19) that is the subject of this special use permit and variance application request. PNK (Reno), LLC dba Boomtown Reno Truckstop owns and operates Boomtown Reno (the “Casino”) and operated until June 15, 2007 the Boomtown Reno Truckstop (the “Travel Plaza”). In 2007, the Boomtown Reno Truckstop sold the real property on which its original truck stop and casino were located to Cabelas for the construction of a major retail development. PNK (Reno), LLC requested, and received, approval by the Nevada Gaming Control Board (“NGCB”) to close their travel plaza temporarily for a limited duration in order to retain the associated gaming license until such time as a new travel plaza and casino could be re-established. PNK’s current temporary closure approval could expire July 1, 2013 unless a request for extension is approved. It must be noted that the Boomtown Reno Truckstop is a separate entity from the existing Boomtown Hotel and Casino acquired from PNK (Reno), LLC by SJP Reno Property in June 2012 (APN 038-430-02).

In accordance with the land sale to Cabela’s, PNK (Reno), LLC provided a copy of a series of proposed parcel maps to the Reno Deputy City Attorney to detail the process PNK intended to record to address their needs to redevelop its truck stop and the needs of Cabelas for their project. The proposed parcel configurations were attached to the staff report in support of case no. LDC07-00299 (Boomtown Truck Stop Relocation). PNK (Reno), LLC filed a special use permit request to relocate/redevelop its truck stop which was approved on August 1, 2007 by the Reno Planning Commission. The special use permit has since expired.

Figure 3, **Original Boomtown Truck Stop and Successive Parcel Maps**, illustrates the original Boomtown Reno Truckstop via aerial photograph from 2006. The current parcel base has been overlaid and the proposed parcel mapping by Boomtown to support the travel plaza/casino reconstruction and construction of Cabelas. Please see **Appendix 12**, for a copy of the letter from Lionel Sawyer & Collins that was attached to Reno staff report case no. LCD07-00299. **Appendix 12** also contains the record of Survey 4692 documenting the agreed upon historic gaming premises. The proposed truck stop expansion is located within the former overflow parking area of the original Boomtown Reno Truckstop. The proposed casino is also located within this area and within the established gaming premises. The original nonrestricted gaming establishment was operated in connection with the truck plaza on a 35.574 acre tract of land that was designated by the Washoe County Assessor’s parcel No. 038-120-14 (the “Gaming Premises”) at the time the original gaming operation was licensed by the Nevada Gaming Commission. **Appendix 17** includes the complete City of Reno Clerk’s letter, staff report and mapping to support this request to expand the truck stop and re-establish both the truck stop and casino in the location as proposed. Figure 4, **Site Plan**, illustrates the proposed project.

The following summarizes the activities that have previously occurred with PNK (Reno), LLC’s intent to redevelop a truck stop/casino on this property. This kind of investment requires the market conditions to support the investment.

- January 17, 2008, a zoning map amendment was approved to reallocate hotel casino (HC) zoning and arterial commercial (AC) zoning designations for the Boomtown Truck Stop and Cabela’s development that resulted in slightly few acres of HC and slighter higher acres of AC zoning;
- August 1, 2007, a new special use permit was approved to relocate the Boomtown Truck Stop and Casino to another location further to the east from that previously approved in 2005;
- July 6, 2005, the City Council approved the first boomtown Truck Stop and Casino relocation and the Cabela’s development;
- March 11, 2004, the City council approved the Mortensen Design Standards Handbook that governs the Boomtown and other ranch holdings;
- July 24, 2001 the Boomtown Truck Stop and Cabela’s property was annexed into the City of Reno.



V:\52801\active\180101252 Boomtown Entitlements\management\Engineering Proposal\washoe County.dwg
2013/03/25 9:53 AM By: Pringle, Jim

SCALE: 1" = 500'

March, 2013
180101252

ORIGINAL SHEET - ANSI A



Stantec

Stantec Consulting

6980 Sierra Center Parkway, Suite 100

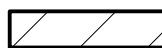
Reno NV U.S.A.

89511

Tel. 775.850.0777

Fax. 775.850.0787

www.stantec.com



DEVELOPMENT AREA FOR TRUCK STOP &
CASINO RE-ESTABLISHMENT/EXPANSION



ORIGINAL TRUCK STOP PARKING



HISTORIC GAMING PREMISES

NOTES:

1. AERIAL PHOTO PROVIDED BY WASHOE
COUNTY REGIONAL BASE MAPPING COMMITTEE,
YEAR 2006.

SOURCE: STANTEC CONSULTING SERVICES INC.

Client/Project

ST. JOHN PROPERTY RENO II

Figure No.

3

Title

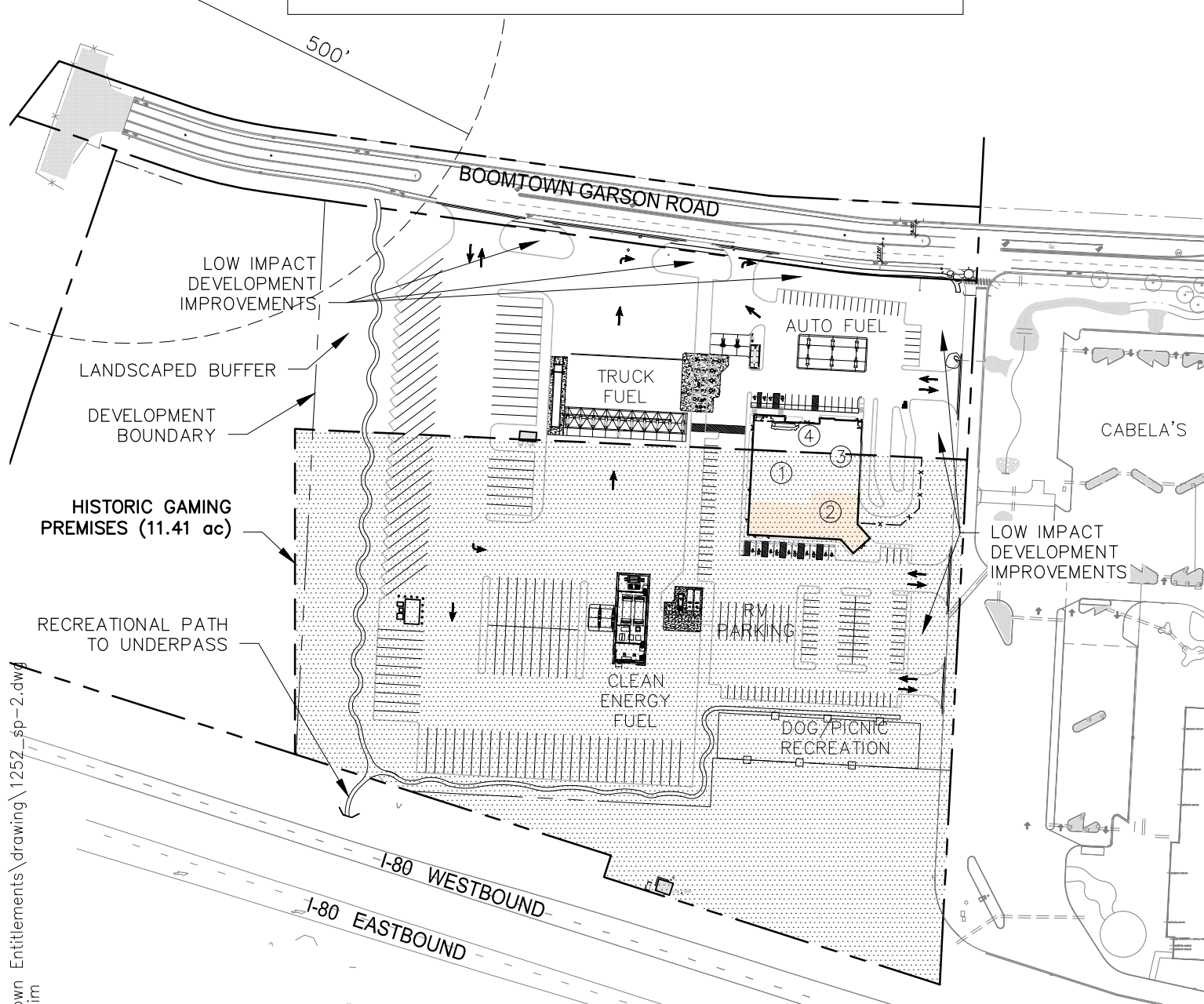
ORIGINAL BOOMTOWN TRUCK STOP
AND SUCCESSIVE PARCEL MAPPING



SCALE: 1" = 200'

① GENERAL RETAIL / SERVICE STATION	4,600 SQFT
② GAMING OPERATIONS	8,000 SQFT
③ DRIVE THROUGH FOOD AND BEVERAGE FACILITY	3,400 SQFT
④ TRUCK STOP / TRAVEL PLAZA ACCESSORY USE	7,100 SQFT

SITE DEVELOPMENT AREA 14.02 Ac



Feb, 2013
180101252

Stantec Consulting

6980 Sierra Center Parkway, Suite 100
Reno NV U.S.A.
89511
Tel. 775.850.0777
Fax. 775.850.0787
www.stantec.com

Client/Project

ST. JOHN PROPERTY RENO II

Figure No.

4

Title

SITE PLAN



Stantec

The proposed project is located on assessor's parcel number 038-870-19 and totals 22.76 acres; however, the development area for the travel plaza and casino occupies only a portion of the total parcel (12.16 acres) or approximately 53% of the parcel area. Figure 4, **Site Plan**, shows all of these uses are contained within a single building with an estimated size of 23,100 square feet, Type IIB construction. The project generally consists of two uses:

- (1) A travel center that includes a fueling station for automobiles and RVs, a propane dispensary, a general retail store (4,600 sf), a drive through food and beverage restaurant (3,400 sf), a casino (8,000 sf), and accessory/incidental uses associated with a truck stop that may include, but not be limited to, a driver's lounge, private showers, ATM, public laundry, etc. (7,100 sf). The parking area consists of 127 spaces for automobiles, 11 RV spaces and 14 accessible spaces for a total of 152.
- (2) The second use is the truck fueling area that consists of nine (9) dispensers, CAT scales, a clean energy fueling station and parking for approximately 109 trucks. The two areas are separated by a landscaped island that runs the entire length of the project and serves the function of collecting on site runoff and directing it to the low impact development detention basins along the front of the project on Boomtown Garson Road. A pedestrian walkway connects the truck area to the building to enable the drivers to safely access the commercial/retail services located within the Type IIB construction building.

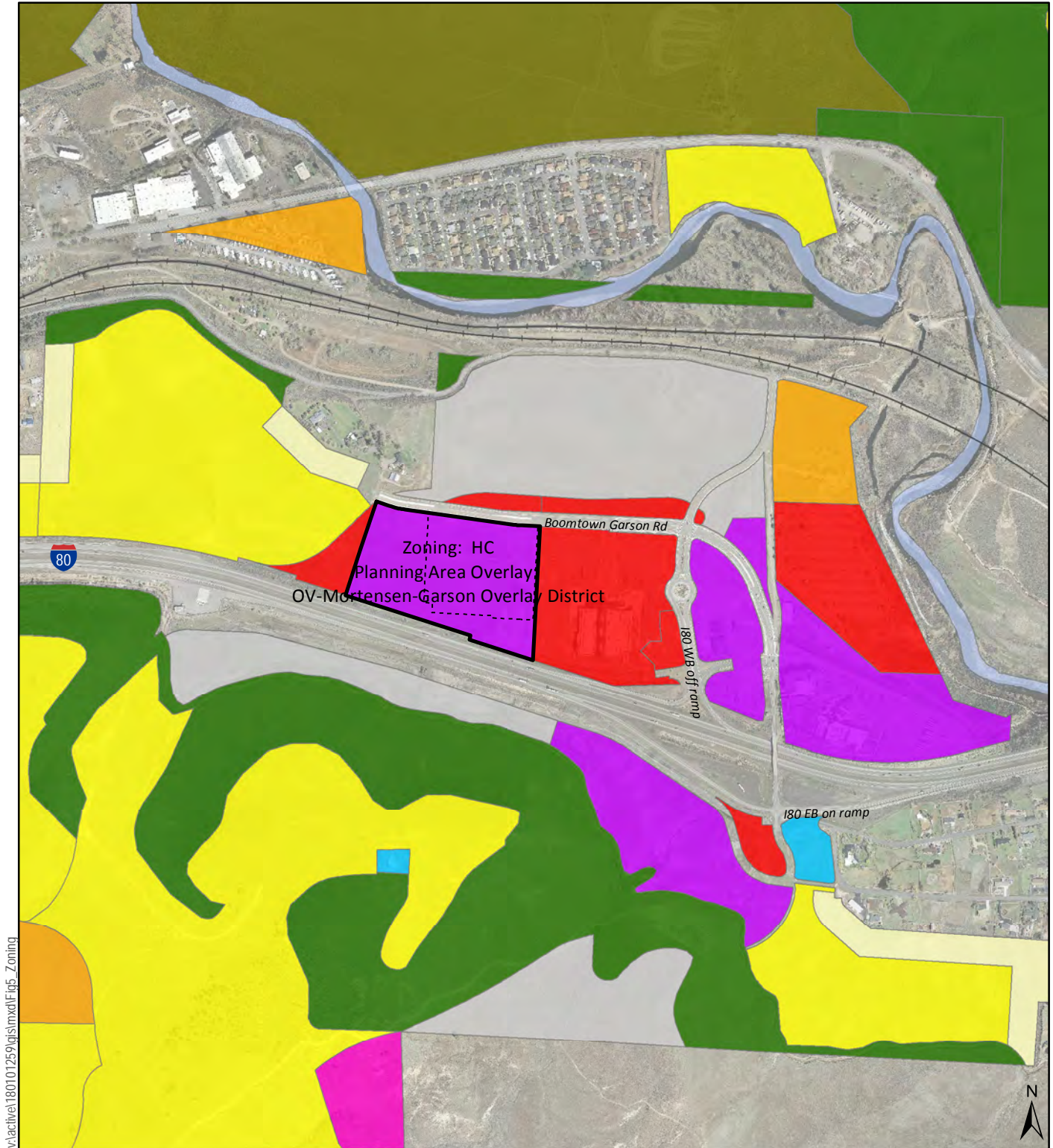
Figure 5, **Reno Zoning Map**, identifies the adopted zoning for the subject parcel and immediate area. Figure 6, **Washoe County Zoning Map**, illustrates the Washoe County zoning that also affects this application request due to the residential designation proximate to the subject property.

The project perimeter will be landscaped with a combination of evergreen and deciduous trees and shrubs. Low impact development (LID) grading is planned for the north and east sides of the property to satisfy our LID requirements and detain the additional runoff caused by site development activities. **Appendix 8**, Conceptual Drainage Report, discusses our intention to collect our increase in runoff for both onsite and offsite through new storm drain infrastructure and onsite detention. Additional discussion on this topic is included in Section 11.0 below.

A primary well, No. 9, and associated pump house with overhead power are currently situated in the truck parking area. It is the intention to leave this infrastructure where it is, place the overhead power underground and add bollards and landscaping in the area to both protect and enhance this feature.

A pedestrian pathway is planned within the landscaped setback on the west and south sides of the project area to provide an access linkage under I-80 to intersect the Steamboat Trail on the south of the interstate in accordance with Figure 4-3, Parks and Trails Plan, contained within the *Mortensen Handbook*. The landscaped area on the west side is approximately 40' wide in order to create sufficient area for the meandering pedestrian path, landscape plantings and 12 feet of clear space for truck overhang.

In accordance with Section 18.12.1205(c)(3) the area required to be devoted to recreational uses is shown on the site plan as a dog/picnic area on the southeast corner of the proposed development. Area specific calculations are shown on **Appendix 4**, Sheet LA-2 Landscape Plan of the engineering plan set. Due to the nature of the proposed project, an area devoted to dog walking, in conjunction with the pedestrian path and outdoor picnic area with shade trees and tables seemed a fitting recreational compliment. Recommended amenities to fulfill the requirement include putting greens, jogging paths, fitness centers, video arcades, tennis courts, outdoor picnic area, and similar facilities. The proposed recreation area will be enclosed by a split rail fence with wire mesh along the bottom rail to the ground to contain smaller animals. The pedestrian path/trail system is integrated with the outdoor picnic area and accessible from either the automobile parking area or the truck parking area.



v:\active\180101259\gis\mxd\Fig5_Zoning

March 2013

Legend

	Subject Property		AC		MU
	Development Area		HC		NC
			IC		OS
			LLR-0.5, 1.0, 2.5		PF
			MF-14-30		SF-4, 6, 9, 15
					UT-40

SCALE: 1 inch = 1,000 feet

Boomtown Casino Travel Plaza Relocation Special Use Permit Application

St. John Property Reno II
Reno, NV

FIGURE 5
Zoning Map



v:\active\180101259\gis\mxd\Fig6_Washoe Zoning

March 2013

Legend

- | | |
|------------------------------|--------------------------|
| Subject property | Specific Plan |
| Low Density Suburban 1 du/ac | Public Facility |
| Low Density Urban 10 du/ac | Open Space |
| Neighborhood Commercial | General Rural .025 du/ac |
| Industrial | Development Area |

Boomtown Casino Travel Plaza Relocation Special Use Permit Application

St. John Property Reno II
Reno, NV

SCALE: 1 inch = 1,000 feet

FIGURE 6
Washoe County Zoning Map

4.0 Building Architecture and Height

The architectural style of the proposed Boomtown Casino and Travel Plaza building respects the architectural development standards articulated in Section 4.8 Community Design of the *Mortenson Handbook*. The architectural color palette and treatments will include earth tones and dry stacked ledgerstone to be compatible with the natural setting. Reflective materials, other than glass windows and doors, will be avoided. Abundant native landscape materials will be incorporated throughout the site. The building façade design, including roof lines and roof treatments will be consistent on all four sides of the building. The front of the building is adjacent to the residentially zoned properties. Figure 7, **Building Elevations**, illustrates the “typical” travel plaza architecture; however, the actual architectural design for this project may vary slightly.

The proposed building height of approximately 23’-6” is well below the allowable building height of 65 feet for Hotel Casino (HC) zoning. The Mortensen Handbook identified a unique building height limitation for the proposed development area: 110 feet¹. Figure 6 also includes a plan view of the building to illustrate the façade articulation on the front of the building facing Boomtown Garson Road and the adjacent residentially zoned properties. The north elevation includes several changes in plane, variations in masonry patterns, colors, and textures, glass openings, and the use of colorful window awnings.

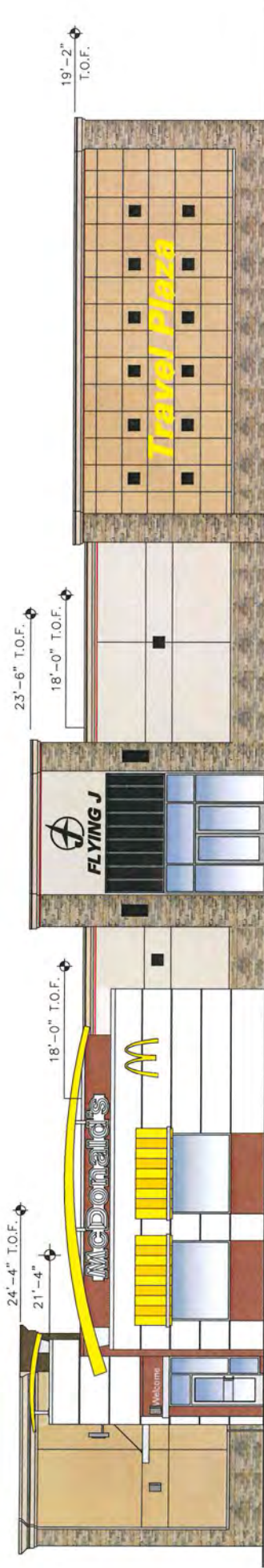
5.0 Signage Program

The zoning of HC allows for site signage to include free standing signs with a maximum height of 100 feet, no limit on the free standing sign area, no limit on the sign area for wall signs and no limit on the amount of flashing/animated signage. All types of illuminated signs are permitted. The signage program for the proposed project is shown in **Appendix 5**. The program generally includes one free standing high-rise sign near Interstate 80, one goal post sign at the northeast corner, a goal post sign at the truck scale area, directional signage at the driveways and internal to the parking area, and internally illuminated building signs. Due to the variety of vehicles that access the site, it is important to direct drivers to the appropriate driveway entrances/exits for safe maneuverability throughout the project area.

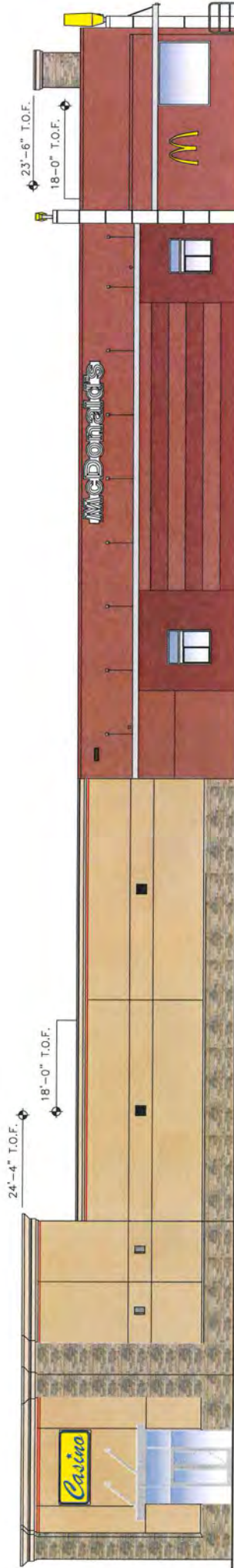
6.0 Lighting Program

Spillover lighting is an important consideration when non-residential development is constructed near residentially zoned parcels. In this case, the proposed project is not located within 100 feet of a single family residentially zoned parcel, but approximately 500 feet southeast (see Figure 5, **Site Plan**); therefore, the light standards in the parking area may exceed 20 feet in height. **Appendix 6** illustrates the photometric plan for the proposed project and demonstrates that the proposed lighting will not create greater than 0.50 foot candles of spillover lighting at the project entrances or along the perimeter, in accordance with the residential adjacency standards. The luminance at the property line averages 0.03 with a maximum of 0.4 foot candles. The lighting program will comply with the City of Reno dark sky standards.

¹ Figure 4-4 Building Heights Mortensen Et. Al. Development Standards Handbook, Page 4-28, March 2004.



NORTH ELEVATION

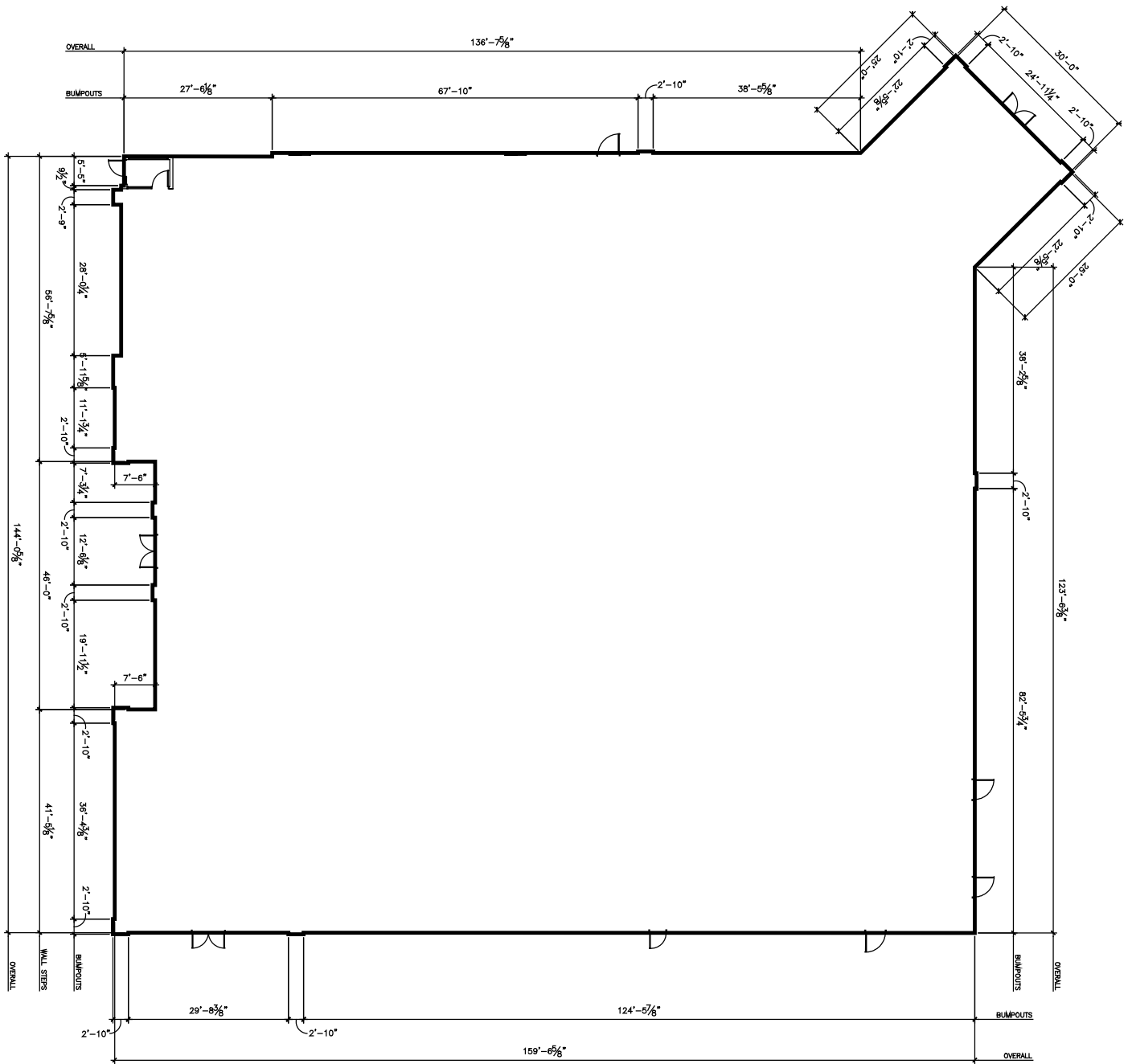


EAST ELEVATION

COLOR SAMPLES		
McDONALD'S STUCCO COLOR "AZTEC BRICK" 2175-10 BENJAMIN MOORE	FLYING J STUCCO COLOR "CAMELBACK" SW#6122 SHERWIN WILLIAMS	
McDONALD'S STUCCO COLOR "EARTHLY RUSSET" 2173-10 BENJAMIN MOORE	FLYING J DARK STUCCO COLOR "CARDBOARD" SW#6124 SHERWIN WILLIAMS	
McDONALD'S STUCCO COLOR "SNOW WHITE" 2122-70 BENJAMIN MOORE	FLYING J DRYSTACK LEDGESTONE SUNSET STONE - WOLF CREEK	



PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488



NOTE:
ALL DIMENSIONS SHOWN
ARE TO FACE OF METAL
STUDS.



A1

DATE: 03-08-2013
FOR INFO/REVIEW
FOR PERMITTING
FOR PRICING/BIDDING
FOR CONSTRUCTION
DRAWN BY: VAB
PROJ. NO: 44

EXTERIOR
DIMENSION PLAN
FLYING J TRAVEL PLAZA
I-80, EXIT 4
BOOMTOWN, NEVADA 89439



FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

7.0 Off Street Parking Calculations

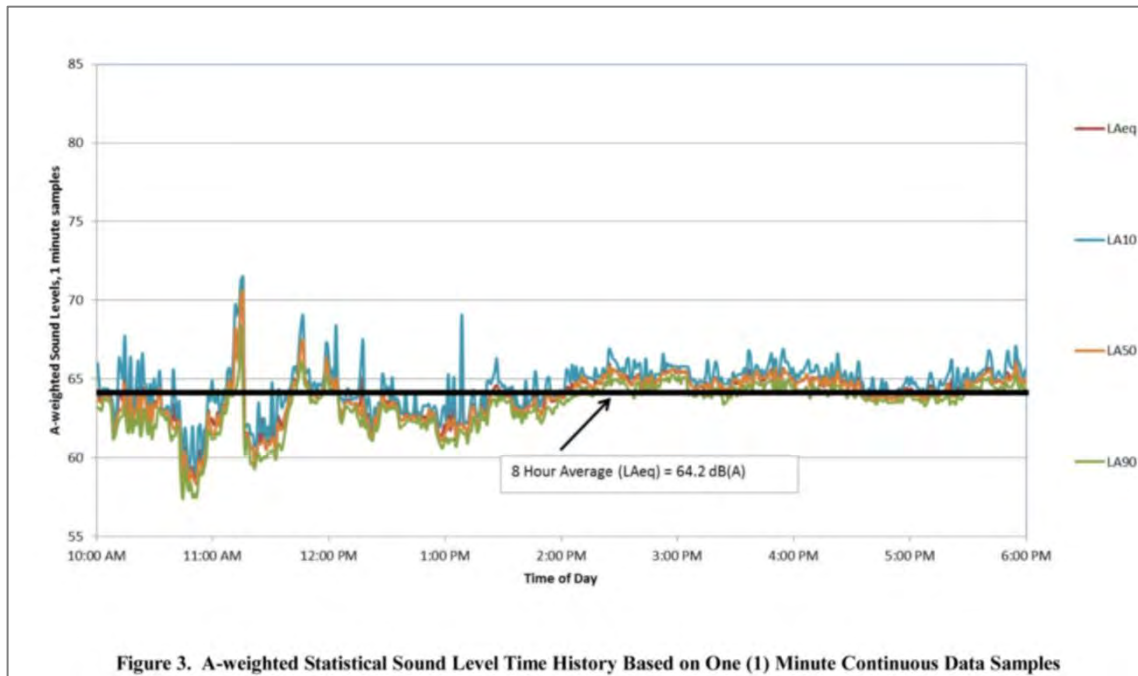
With regards to the amount of off-street parking provided the following provides an explanation for the amount of parking provided by type of parking:

- (11) RV parking spaces have been provided in order to provide RV parking for the Casino and Travel Plaza.
- (127) auto parking spaces (excluding the additional 14 accessible spaces) have been provided in order to provide adequate parking for peak hour traffic and sale times. This site has three primary uses: McDonald's, convenience/retail, and casino. The more uses a facility has the more parking that will be required. Pilot/Flying J typically tries to provide 90 auto parking spaces for a Flying J with McDonald's not including a Casino. The casino of course would require more parking and is the reason for the additional 34 parking spaces. The casino customers will stay in the casino longer than the typical high-turnover customer accessing the Flying J convenience/retail and McDonald's. This approach to the number of parking spaces provided is very similar to the approach that departments of transportation and traffic engineers use to analyze roads for new facilities. Therefore, the proposed project will need approximately 124 parking spaces to reduce congestion, stacking, and waiting times.
- (113) Truck parking spaces have been provided based on projected monthly diesel sales from historical data provided by Pilot/Flying J. The travel center operator can correlate the trucks per day based off their projected monthly diesel sales. The correlation results in approximately (415) trucks per day to the site. Many of the trucks will park when they fill up due to the fact that the average truck can go 1,000 to 1,200 miles per full tanks. Therefore, based on the historical occurrences at other sites and sales expectations, the site requires over 100 truck parking stalls in order to keep all trucks parking off-street.

8.0 Noise and Air Quality

Pilot Flying J retained the services of Power Acoustics, Inc. to measure the sound levels at an existing Pilot Travel Center in Florida. This travel center is slightly smaller in the number of diesel lanes and parking spaces compared to the proposed project. The sound measurement position was approximately 75 feet from the closest residential property and was collected with instrumentation that meets the American National Standard Institute ANSI Si.4 Type 1 "precision requirements" for acoustical measuring devices. The closest residential parcel to the subject property is 500 feet away. Significant noise reduction can be expected from the increased distance of 425 additional feet especially since decibels are measured on a logarithmic scale. The weather conditions were dry and warm, with the temperature averaging 90 degrees over a sustained 8-hour period. Since temperature affects the speed of sound the sound will record louder as the temperature increases.

Figure 3 below from the Power Acoustics' letter report illustrates the 8 hour average sound level was 64.2 dB(A), within the allowable level for residential adjacency even at the recorded distance of 75 feet. Sound levels at the subject property will be in short bursts caused when trucks reduce speed to exist the off ramp, accelerate through the Boomtown Garson Road intersection to the travel plaza, idle for short/limited periods, and start the engine to exit the property.



Source: Power Acoustics, Inc. Letter Report dated July 2, 2012, page 6 of 7.

Existing sound levels are more attributable to the proximity of Interstate 80 which is also higher in elevation than the subject property and adjacent residential parcels. Interstate 80 is a transcontinental Interstate Highway in the United States and is major economic freight and traveler corridor that positively affects northern Nevada's economy. According to the California Department of Transportation, Traffic Data Branch, the average annual daily traffic (AADT) recorded at the California/Nevada State Line was 27,000 vehicles and 5,011 trucks. Trucks accounted for just 18.56 percent of the vehicle total in 2011. The graphic below is page 129 from the *2011 Truck Traffic Report* highlighting the average annual daily volumes of traffic that pass by the subject property.

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL				% TRUCK AADT				EAL 2-WAY (1000)	YEAR VER/ EST
									2	3	4	5+	2	3	4	5+		
080	03	PLA	14.301	B	JCT. RTE. 193 WEST	75000	5685	7.58	1501	281	150	3753	26.4	4.95	2.64	66.01	1395	00E
080	03	PLA	17.541	B	AUBURN, JCT. RTE. 49	76000	5366	7.06	1750	200	82	3334	32.61	3.73	1.53	62.14	1242	04E
080	03	PLA	17.541	A	AUBURN, JCT. RTE. 49	60000	5130	8.55	1673	191	78	3188	32.61	3.73	1.53	62.14	1187	04E
080	03	PLA	R19.465	B	AUBURN RAVINE ROAD	56000	5438	9.71	1773	203	83	3379	32.61	3.73	1.53	62.14	1259	04E
080	03	PLA	R19.465	A	AUBURN RAVINE ROAD	51000	5513	10.81	1798	206	84	3426	32.61	3.73	1.53	62.14	1276	04E
080	03	PLA	R23.429	A	CLIPPER GAP	36500	5143	14.09	1227	177	67	3672	23.85	3.44	1.3	71.4	1336	11V
080	03	PLA	33.131	B	COLFAX, JCT. RTE. 174 NORTH	32500	5190	15.97	1439	195	74	3481	27.73	3.76	1.43	67.08	1280	00E
080	03	PLA	33.131	A	COLFAX, JCT. RTE. 174 NORTH	26500	5022	18.95	1393	189	72	3369	27.73	3.76	1.43	67.08	1239	00E
080	03	NEV	R59.54	B	Jct. Rte. 20 West	23900	5139	21.5	1425	193	73	3447	27.73	3.76	1.43	67.08	1268	00E
080	03	NEV	R59.54	A	Jct. Rte. 20 West	25500	4802	18.83	1231	202	71	3298	25.64	4.21	1.47	68.68	1210	00E
080	03	NEV	14.164	B	TRUCKEE, JCT. RTE. 89 SOUTH	28500	5107	17.92	1330	190	71	3516	26.05	3.72	1.4	68.84	1287	00E
080	03	NEV	14.164	A	TRUCKEE, JCT. RTE. 89 SOUTH	33500	5919	17.67	1493	192	79	4155	25.22	3.25	1.33	70.2	1515	04E
080	03	NEV	16.285	A	JCT. RTE. 89 NORTH, JCT. RTE. 267 SOUTH	27000	5011	18.56	1264	163	67	3518	25.22	3.25	1.33	70.2	1283	04E
080	03	NEV	20.225	B	UNION HILLS BR OH	26000	4776	18.37	975	144	52	3605	20.41	3.01	1.09	75.49	1299	11V
080	03	SIE	1.593	B	NEVADA STATE LINE	27000	5011	18.56	1264	163	67	3518	25.22	3.25	1.33	70.2	1283	04E

Source: State of California Business, Transportation and Housing Agency, Department of Transportation, "2011 Annual Average Daily Truck Traffic on the California State Highway System", page 129.

Advancements in cost-effective and fuel efficient vehicle emissions control technologies are now capable of reducing emissions to near-zero levels due, in part, to the decade-long policies and mandates of the federal Environmental Protection Agency (EPA). By requiring reductions in maximum allowable emission levels of nitrogen oxides, particulate matter and non-methane hydro carbons coupled with grants and incentives to replace outdated trucks by the EPA, older heavy duty trucks are being replaced with more efficient models that generate substantially lower emissions because of the governmental regulations to build cleaner engines.

9.0 Project Timing

The Boomtown Casino and Travel Plaza will be constructed in a single phase. The time to develop final engineering and architectural plans coupled with the construction bidding process suggests a potential groundbreaking in the early spring 2014. The duration of construction is estimated to be approximately 6 months.

10.0 Summary of Attached Reports

10.1 Traffic

The proposed project is estimated to generate up to 3,649 daily trips, 258 AM peak hour trips and 289 PM peak hour trips when including pass-by trips (trips occurring at the project driveways to due to a visit to the project site en-route to another destination). The traffic report indicates approximately 50% of the total project trips will be pass-by trips which will not add new traffic on Interstate 80. Because the site is located directly off of Interstate 80, all trips including pass-by will be new trips through the study intersections. The traffic analysis indicates that all study intersections are expected to operate at acceptable levels of service with the addition of the project traffic. Furthermore, the study intersections are projected to operate at acceptable levels of service (LOS "C" or better) through the 20-year horizon

with the project generated trips and projected future volumes. The complete Traffic Impact Study is attached as **Appendix 7**.

10.2 Hydrology/Drainage

The conceptual drainage analysis evaluated both existing and proposed conditions hydrologic and hydraulic analyses for the proposed project, taking into consideration development assumptions for the vacant land west of the proposed project, and the offsite contributing area south of I-80 that conveys flows onto the site through the culvert under the highway which apparently was used as a cattle crossing in earlier times. The offsite flow will be perpetuated through the project area via a combination riprap-lined/landscaped channel, trapezoidal in shape with an assumed 8 foot bottom width, 2 ½ foot depth, 24-foot top width and 3:1 side slopes. This is a conceptual design at time. The localized onsite hydrology for the 5- and 100-year storm events indicates an estimated increase of 9.8 cfs for the 5-year and 21.7 cfs for the 100-year event necessitating new drainage infrastructure (detention) and improvements to existing storm drain infrastructure and local major detention basin near the Chevron. The design solution to accommodate the detention onsite is a series of low impact development landscaped depression areas along the north and east sides of the proposed project connected by a storm drain pipe under the driveways. The two series' confluence in the northeasterly corner of the proposed project where they are conveyed to the Cabela's site via a 36" pipe and ultimately to the large detention basin near the Chevron station. The complete Conceptual Drainage Report is attached as **Appendix 8**.

10.3 Water Conveyance

Based on the available information, Boomtown holds sufficient water rights to serve the additional demands of the proposed travel plaza/casino re-establishment project. The three primary wells in combination have more than sufficient capacity to meet the demand of the existing Boomtown facilities and the proposed travel plaza /casino re-establishment. The Reno Fire Department should be consulted to specify the fire flow and storage requirements for the proposed truck stop / casino and the balance of Boomtown. The Department reports fire flow capacity within the water distribution system in the vicinity of the proposed truck stop / casino is approximately 2,700 to 2,800 GPM. The proposed truck stop / casino plans to install a permanent standby generator on Well 9 to mitigate a deficiency in the existing water system. The complete Conceptual Water Supply and Conveyance Study is attached as **Appendix 9**.

10.4 Sanitary Sewer

The wastewater flow for the Boomtown Casino and Travel Plaza project is estimated to be an average flow of 40,000 gallons per day (GPD) and a peak flow of 100,000 GPD. The existing City of Reno sewer mains have sufficient capacity to handle the existing peak wastewater flows from Cabela's and the estimated peak wastewater flows produced by the truck stop / casino. No off-site sewer system improvements are needed. The complete Sanitary Sewer Report is attached as **Appendix 10**.

10.5 Geotechnical

A review of the Verdi Quadrangle Geologic Map, 1987, indicates the east side of the parcel, where the proposed project will be sited, was mapped as having the Donner Lake Outwash Deposit (Qt₄) and side stream present. The outwash formation is characterized as a heterogeneous mixture of sands, gravels, cobbles and boulders. Furthermore, this formation typically has a well-developed argillic horizon consisting of clayey sands and gravels with moderate to high plasticity soil characteristics. Since this layer could be 2-3 feet thick, the structural section design and site development recommendations will be based upon the field exploration and soil profile. The subject property lies near the eastern base of the Sierra Nevada, within the western extreme of the Basin and Range. The report indicates the maximum generally accepted credible earthquake in this area would be in the magnitude range of 7.0-

7.5 originating from the frontal fault system of the Eastern Sierra Nevada. The most active segment of this fault system is approximately 11 miles southeast of the parcel near Thomas Creek, Whites Creek and Mt. Rose Highway. The geologic map shows no faults trending through the parcel. Due to the age and density of the Donner Lake Outwash Deposits, the geotechnical engineer does not believe the site is susceptible to soil liquefaction. The complete Geotechnical Literature Review is attached as **Appendix 11**.

11.0 Hillside Ordinance

The proposed project does not qualify as a hillside development as defined by City of Reno Annexation and Land Development Code Section 12.12.1602. The subject property is generally flat with an average slope of 1½ - 3 percent. There is a 3:1 downslope along the eastern edge of the property and Cabela's access road. The elevation in the southwest corner is 4933 and 4923 in the northeast corner. The site will be graded flat to create a building pad, truck canopy, fueling stations and parking areas.

12.0 Project of Regional Significance

The proposed project does not qualify as a project of regional significance as defined in the *City of Reno Annexation and Land Development Code* Section 18.06.402 and NRS 278.026.

Table 1: Comparison of Project of Regional Significant Standards and Boomtown Casino and Travel Plaza Re-establishment

Measure	PRS Standard	Proposed Project
Employment	938	120
Housing Units	625	0
Hotel Accommodations	625	0
Wastewater Flow GPD	187,000	40,000
Water Usage AFA	625	60
Traffic ADT	6,250	3,649